

US EPA ARCHIVE DOCUMENT



PROJECT XL/ENVVEST

NAVAL STATION MAYPORT

Interim Fact Sheet

What is Project XL/ENVVEST?

Project XL, which stands for *eXcellence and Leadership*, is a national initiative that tests innovative ways of achieving better and more cost-effective public health and environmental protection. In 1995, a Memorandum of Agreement between the U.S. Environmental Protection Agency (EPA) and the Department of Defense (DOD) was initiated to provide a framework for the development of regulatory reinvention pilot projects at DOD facilities. This program is commonly known as ENVVEST. The experience and lessons learned from Project XL/ENVVEST will assist EPA in redesigning its current regulatory and policy-setting approaches. Further, this initiative offers DOD facilities a tremendous opportunity to think “outside the box” of the current system and to find solutions to obstacles that limit environmental performance. Additionally, anticipated savings from this innovative project will allow for the reprogramming of Navy funds to finance its implementation.

Summary of Naval Station Mayport XL Project

Naval Station (NS) Mayport, located near Jacksonville, Florida, provides support services to more than 70 commands including 20 ships and 5 helicopter squadrons. In 1993, NS Mayport was designated the east coast’s Navy Environmental Leadership Program (NELP) base by the Chief of Naval Operations. The NELP is a Navy-wide broad-based program which aims to reduce the environmental footprint and effect of naval facilities. In 1995, EPA and the Department of Defense (DOD) signed a memorandum of agreement for regulatory reinvention pilot projects. This agreement (commonly known as ENVVEST) was established to provide a framework for the development of regulatory reinvention pilot projects at approximately three to five selected DOD facilities. DOD and EPA outlined the ENVVEST agreement to reflect Project XL requirements. NS Mayport was selected for this program because of the environmental leadership and innovation it has demonstrated in the past. One tool NS Mayport can use to investigate potential environmentally-friendly initiatives is the ENVVEST Program. To maintain operations at NS Mayport, 600,000 cubic yards of sediment must be dredged every 18-24 months from the harbor. Historically, this dredged material was stored in two upland storage sites. Space in these storage sites was eventually exhausted and ocean disposal of the dredged material has been required since 1993. In an effort to eliminate ocean disposal, NS Mayport is proposing to investigate and demonstrate the beneficial re-use of dredged material by using it to produce construction blocks and artificial reef material.

Initially the dredged material for production of the construction blocks and the artificial reef material will be derived from the two upland storage sites - requiring NS Mayport to temporarily continue ocean disposal of dredged material. After clearing one of these storage sites, NS Mayport can use the cleared site for temporary storage of future dredged material until the material can be produced into construction blocks or artificial reef material. This would ultimately eliminate the need for ocean disposal of this material. Additionally, NS Mayport is proposing to utilize fly ash produced as a waste stream by the Jacksonville Electric Authority as a solidification material for the construction blocks in lieu of disposing of the ash in a landfill. NS Mayport is asking EPA under the XL/ENVVEST Program to create a partnership with the U.S. Army Corps of Engineers, the State of Florida Department of Environmental Protection, the City of Jacksonville, and other interested stakeholders that would streamline the permitting process by synchronizing the permitting cycles. Currently, the Navy is required to obtain three permits,

with three different time-lines, to dredge and dispose of the material. This makes for a confusing process during the permit's renewal and public comment periods. Savings from the streamlined process and the reduction in paperwork from synchronized permits would be invested in the beneficial reuse project. Other partnerships with local community stakeholders, such as the Mayport Waterfront Partnership and the Village of Mayport, are proposed in an effort to provide construction blocks for community enhancement projects.

Superior Environmental Performance

The potential superior environmental benefits of this project include:

- ! beneficial reuse through the production of construction blocks and artificial reef material of dredged material now contained in NS Mayport's two upland storage sites;
- ! decrease and eventually eliminate the need for ocean disposal, which minimizes the potential impacts to water quality and benthic communities;
- ! creation of new reef habitat or the repair of existing reefs by utilizing solidified dredged material as artificial reef;
- ! lowering the potential impact to the population of the endangered Northern Right Whale by reducing the number of transects across its migration pathways and calving grounds;
- ! the potential for reduction in the waste streams associated with disposal of fly ash; and
- ! reduction in the raw materials (cement and aggregate) necessary for making concrete.

Stakeholder Involvement

Stakeholder involvement is key for a successful XL/ENVVEST project. The goal of Project XL stakeholder involvement is a collaborative working relationship between sponsors—those proposing new ways of doing things—and stakeholders—people who believe they or their community could be affected by an XL project. EPA has developed a stakeholder involvement guide for these innovative projects. A copy of the guide is available on EPA's Project XL Web site at "www.epa.gov/projectxl" under XL Legal and Policy Documents. You can also contact EPA, NS Mayport Public Affairs Office, or the Florida Department of Environmental Protection directly for a copy of this guide. NS Mayport is working to ensure that those parties with a stake in the project are informed and have an opportunity to fully participate in project development and implementation. Efforts so far have included:

- ! developing a Stakeholder Involvement Plan, which outlines how NS Mayport plans on involving stakeholders;
- ! holding public meetings to inform the public and solicit public comment; and
- ! providing minutes of meetings and pertinent documents to the public through NS Mayport, the State, the EPA Regional and Headquarters offices, as well as via the Internet.

Contacts:	Project Sponsor:	Cheryl Mitchell, (904) 270-6730
	EPA Region 4:	Michelle Glenn, (404) 562-8674
	EPA Headquarters:	Lisa Reiter, (202) 260-9041
	State of Florida:	Michael Owens, (850) 921-9717

For Electronic Information

More information about the NS Mayport XL Project is available on the Internet at EPA's web site "www.epa.gov/projectxl" under "Information on Specific XL Projects." Also, for more information on NS Mayport visit its web sites at "www.mayportnelp.com" or "www.nsmayport.navy.mil"